

**IDOT PROJECT LABOR AGREEMENT DETERMINATION**

To: Omer Osman, Acting Secretary

From: Paul Loete, Director of Highways Project Implementation

Date: August 5, 2019

Re: FAI 55 Gardner Road to Will County Line, Contract Number 66A51, Grundy County

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In accordance with the Project Labor Agreement Act (30 ILCS 571), it is recommended that a project labor agreement (PLA) be utilized for the above-captioned Project. This recommendation is based on the considerations indicated below.

- 1) The Project is being awarded and administered by IDOT (i.e., not by another governmental agency).
- 2) The Project is being constructed using state or local funds only (i.e., no federal funds).
- 3) The overall size, scope, sequencing, logistics or other aspects of the Project make it particularly challenging to manage, and use of a PLA is expected to help assure that the construction work is performed properly and efficiently under the circumstances.
- 4) The duration of construction activity on the Project is expected to exceed one construction season (i.e., 110 or more working days), or the nature of the Project results in a heightened need for labor force continuity and stability over a substantial period of time.
- 5) There is a firm construction completion date established for the Project thereby increasing the adverse consequences of any work stoppage or other labor disruption.
- 6) The time required to complete the Project is expected to extend beyond the expiration date of one or more existing collective bargaining agreements covering trades likely to be involved in the Project, thereby increasing the likelihood of work stoppage(s) or other labor disruption(s) during construction of the Project.
- 7) In the absence of a PLA, there is an increased likelihood of jurisdictional disputes among unions or of conflict between unionized and non-unionized workers on the Project that could have a potentially material adverse effect on the time, cost, or quality of work performed on the Project.

8) This project presents specific safety concerns to the traveling public and a PLA, will ensure labor force continuity and stability, decreasing the length of the safety concern.

9) Use of a PLA is expected to result in improved access to skilled labor, improved efficiency, or improved safety performance on the Project.

10) Use of a PLA on the Project is not expected to have a material adverse effect on the competitive bidding process.

11) Use of a PLA on the Project is not expected to have a material adverse effect on the ability of the Department to achieve other Departmental goals (e.g., utilization of disadvantaged businesses, utilization of Illinois domiciled businesses, development of competitive vendor alternatives over time, etc.).

12) There are other material considerations favoring or disfavoring use of a PLA on this Project as follows:

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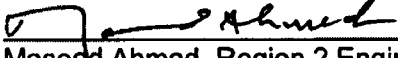
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Based upon the identified considerations, we recommend that you approve use of a PLA on this Project. Upon your approval, the Department shall undertake to negotiate in good faith a PLA with the relevant labor organization(s), and shall include in all necessary bid specifications and other documents information regarding the actual or form of PLA that is to binding upon all contractors and their employees.


Agreed: \_\_\_\_\_  
(Division Chief) (Date)

Agreed:  12/14/2019  
Jack Elston, Bureau of Design & Environment (Date)

Agreed:  8/6/2019  
Masood Ahmad, Region 2 Engineer (Date)

Approved:  1-2-20  
Omer Osman, Acting Secretary (Date)

FHWA concurrence in the PLA for the above mentioned contract

 2019.10.02 16:39:28 -05'00'  
For the Division Administrator FHWA (Date)

Attachment A:

Justification for the use of a Project Labor Agreement for Contract 66A51 within Grundy County. The use of a Project Labor Agreement on this project is consistent with all State and Local statutory requirements.

The work involves the 3R resurfacing of mainline pavement and shoulders on I-55 from 0.3 mile south of Gardner Road to the Will County Line. Also included in the project is resurfacing interstate ramps, structure repairs, culvert repairs, and roadside safety improvements.

Item 3:

The programmed project cost is \$22,000,000. Any disruption in the continuity of this project due to labor issues would result in delayed deadlines that would cause safety concerns for the travelling public. Lapsing trade contracts during the first construction season of the project would be addressed through the use of a Project Labor Agreement. It is the Illinois Department of Transportation's finding that the large skilled workforce needed for this project can be provided by union trades involved and is a necessary requirement for a Project Labor Agreement.

Item 4:

This project is scheduled to be let in November 2019 and work is expected to begin early in calendar year 2020. There will be a planned shutdown for the winter and work will resume in the spring with an expected completion date in the fall of 2021. Alternate route signing will be in place to direct traffic around the expected backups during stage construction activities.

Item 5:

To reduce traffic impacts a schedule has been developed to minimize the duration of lane closures on I-55. The restrictions on when the contractor will be allowed to work include start and completion dates in both calendar years 2020 and 2021.

Item 6:

The targeted completion date of this contract falls beyond the union contract expiration dates as shown below:

Laborers Local #75	June 1, 2020
Operators Local #150	May 31, 2021
Teamsters Local #179	June 30, 2021

Item 8:


The proposed work will require both directions of the interstate traffic to be reduced to one lane. Although the proposed use of crossovers to facilitate stage construction traffic is anticipated to meet safety and mobility goals, queues are still expected during high traffic volume portions of the day. The presence of slowed or stopped traffic on the interstate is a safety concern due to the increased probability of a high severity crash. Any disruption to the contractor's schedule due to labor issues may result in additional hardship to the travelling public because of additional time they have to deal construction traffic control.

Execution Page

**Illinois Department of Transportation**

VACANT

Director of Highways Project Implementation



Director of Finance & Administration



Philip Kaufmann, Chief Counsel

  
Omer Osman, Acting Secretary

1-2-20  
(Date)

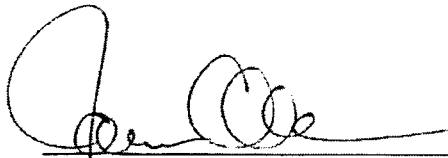
**Illinois AFL-CIO Statewide Project Labor Agreement Committee, representing the  
Unions listed below:**

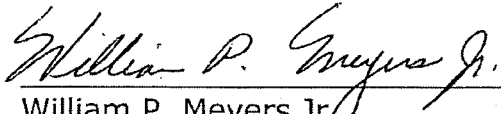


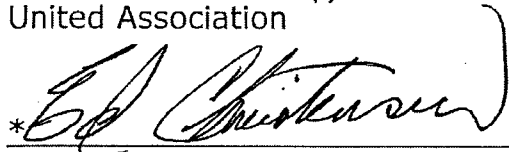
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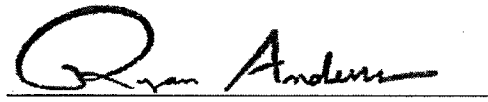
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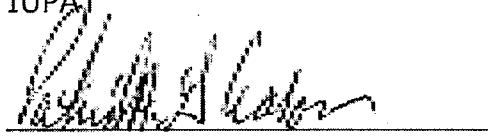
List Unions:

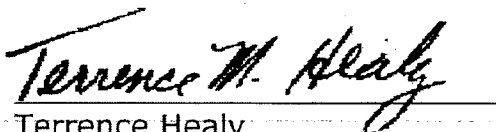
  
Jim Allen  
Bricklayers


  
William P. Meyers Jr.  
United Association

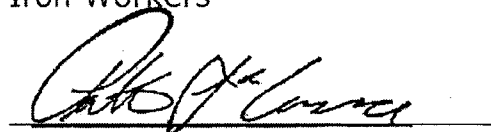
  
\*Ed Christensen  
Elevator Constructors

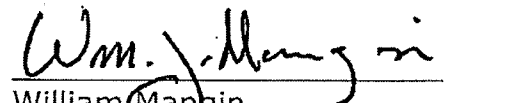
  
Ryan Anderson  
IUPAT

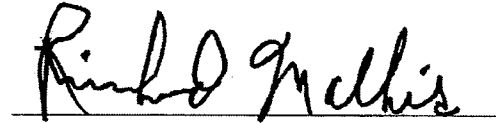
  
Pat Gleason  
Teamsters

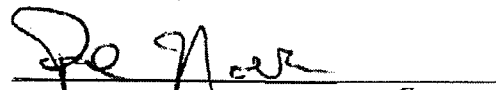
  
Terrence Healy  
LIUNA

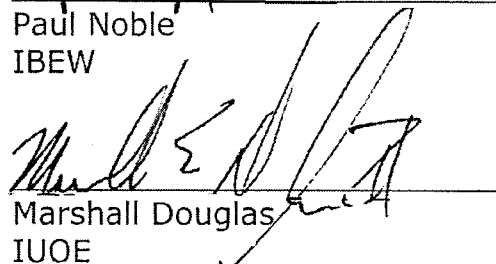
  
David Beard  
Iron Workers

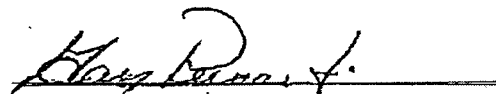
  
Patrick J. LaCassa  
OPCMIA

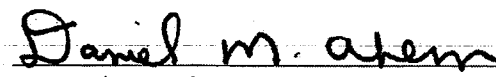
  
William Mangin  
Heat & Frost Insulators & Allied  
Workers

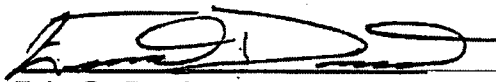
  
Richard Mathis  
Roofers

  
Paul Noble  
IBEW

  
Marshall Douglas  
IUOE

  
Gary Perinar Jr.  
Carpenters

  
Daniel M. Ahern  
Sheet Metal Workers

  
Eric S. Davis  
Boilermakers

\*Elevator Constructors master agreement language  
must be attached to PLA

pmw  
liuna#362